

§ 105.27

§ 105.23, must promptly notify the FAA air traffic control facility or FAA flight service station from which it requested authorization or which it notified, if the proposed or scheduled jumping activity is canceled or postponed.

[Doc. No. 7824, 31 FR 16612, Dec. 29, 1966, as amended by Amdt. 105-6, 41 FR 47229, Oct. 28, 1976; Amdt. 105-9, 51 FR 21907, June 17, 1986]

§ 105.27 Jumps over or within restricted or prohibited areas.

No person may make a parachute jump, and no pilot in command may allow a parachute jump to be made from that aircraft, over or within a restricted area or prohibited area unless the controlling agency of the area concerned has authorized that jump.

§ 105.29 Flight visibility and clearance from clouds requirements.

No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft—

(a) Into or through a cloud; or

(b) When the flight visibility is less, or at a distance from clouds that is less, than that prescribed in the following table:

Altitude	Flight visibility (statute miles)	Distance from clouds
(1) 1,200 feet or less above the surface regardless of the MSL altitude.	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
(2) More than 1,200 feet above the surface but less than 10,000 feet MSL.	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
(3) More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5	1,000 feet below, 1,000 feet above, 1 mile horizontal.

[Doc. No. 9937, 36 FR 8775, May 13, 1971]

§ 105.33 Parachute jumps between sunset and sunrise.

(a) No person may make a parachute jump, and no pilot in command of an aircraft may allow any person to make a parachute jump from that aircraft, between sunset and sunrise, unless that person is equipped with a means of producing a light visible for at least 3 statute miles.

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(b) Each person making a parachute jump between sunset and sunrise shall display the light required by paragraph (a) of this section from the time that person exits the aircraft until that person reaches the surface.

[Doc. No. 16383, 43 FR 22641, May 25, 1978]

§ 105.35 Liquor and drugs.

No person may make a parachute jump while, and no pilot in command of an aircraft may allow a person to make a parachute jump from that aircraft if that person appears to be:

(a) Under the influence of intoxicating liquor; or

(b) Using any drug that affects his faculties in any way contrary to safety.

§ 105.37 Inspections.

The Administrator may inspect (including inspections at the jump site), any parachute jump operation to which this part applies, to determine compliance with the regulations of this part.

Subpart C—Parachute Equipment

§ 105.41 Applicability.

(a) Except as provided in paragraph (b) of this section, this subpart prescribes rules governing parachute equipment used in parachute jumps to which this part applies.

(b) This subpart does not apply to a parachute jump made by a member of an Armed Force using parachute equipment of an Armed Force.

§ 105.43 Parachute equipment and packing requirements.

(a) No person may make a parachute jump, and no pilot in command of an aircraft may allow any person to make a parachute jump from that aircraft, unless that person is wearing a single harness dual parachute pack, having at least one main parachute and one approved auxiliary parachute that are packed as follows:

(1) The main parachute must have been packed by a certificated parachute rigger, or by the person making the jump, within 120 days before the date of its use.

(2) The auxiliary must have been packed by a certificated and appropriately rated parachute rigger:

(i) Within 120 days before the date of use, if its canopy, shroud, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or material that is substantially resistant to damage from mold, mildew, or other fungi and other rotting agents propagated in a moist environment; or

(ii) Within 60 days before the date of use, if it is composed in any amount of silk, pongee, or other natural fiber, or material not specified in paragraph (a)(2)(i) of this section.

(b) No person may make a parachute jump using a static line attached to the aircraft and the main parachute unless an assist device, described and attached as follows, is used to aid the pilot chute in performing its function, or, if no pilot chute is used, to aid in the direct deployment of the main parachute canopy.

(1) The assist device must be long enough to allow the container to open before a load is placed on the device.

(2) The assist device must have a static load strength of—

(i) At least 28 pounds but not more than 160 pounds, if it is used to aid the pilot chute in performing its function; or

(ii) At least 56 pounds but not more than 320 pounds, if it is used to aid in the direct deployment of the main parachute canopy.

(3) The assist device must be attached—

(i) At one end, to the static line above the static line pins, or, if static pins are not used, above the static line ties to the parachute cone; and

(ii) At the other end, to the pilot chute apex, bridle cord or bridle loop, or, if no pilot chute is used, to the main parachute canopy.

(c) No person may attach an assist device required by paragraph (b) of this section to any main parachute unless he has a current parachute rigger certificate issued under part 65 of this chapter or is the person who makes the jump with that parachute.

(d) For the purpose of this section, an *approved* parachute is:

(1) A parachute manufactured under a type certificate or a technical standard order (C-23 series); or

(2) A personnel-carrying military parachute (other than a high altitude, high-speed, or ejection kind) identified by an NAF, AAF, or AN drawing number, an AAF order number, or any other military designation or specification number.

[Doc. No. 1491, 27 FR 11636, Nov. 27, 1962 as amended by Amdt. 105-3, 33 FR 8481 June 8, 1968; Amdt. 105-7, 43 FR 22641, May 25, 1978]

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§ 107.1 Applicability and definitions.

(a) This part prescribes aviation security rules governing—

(1) The operation of each airport regularly serving the scheduled passenger operations of a certificate holder required to have a security program by § 108.5(a) of this chapter;

(2) The operation of each airport regularly serving scheduled passenger operations of a foreign air carrier required to have a security program by § 129.25 of this chapter;

(3) Each person who is in or entering a sterile area on an airport described in